

Land Adj Lock 38, Marsden Lane, Marsden

Technical Note

July 2019

Project - 1640

Paragon Highways

Unit 6 The Office Campus
Paragon Business Park, Red Hall Court
Wakefield WF1 2UY

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com

Quality Management

	First Issue	Revision 1	Revision 2	Revision 3
Remarks	Final Draft			
Date	July 2019			
Prepared by	JJH			
Checked by	LO			

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document should not be shown to other parties without consent from us and from the party which commissioned it.

1 INTRODUCTION

- 1.1.1 Paragon Highway Consultants have been requested to prepare this Technical Note to provide information to the Local Highway Authority on the traffic impact of converting the use of land for the provision of camping facilities, including the formation of 5 camper van plots, erection of 5 camping pods, the provision of bushcraft activities and associated widening and improvements to the access adjacent to lock 38, Marsden Lane, Marsden. A site location plan is included at Appendix A.
- 1.1.2 This report provides additional information to Kirklees Council's Highways Officer in response to the consultation response dated 01/05/19 to the planning application 2019/90988 and focuses on the key matters raised.
- 1.1.3 The application site has received the benefit of planning permission for bushcraft activities (planning application number 2017/94366) accommodating up to 15 people.

2 EXISTING SITUATION

- 2.1.1 The site is bounded by the River Colne to the southeast and the access track to the current canal and river trust compound to the northwest, adjacent the site. The site has an area of around 7,500m² and is made up of a mix of rough ground and compacted stone.



Photograph 1 – Application Site

- 2.1.2 The site is accessed from an existing track which is single width with limited opportunities to pass, which can lead to reversing movements should two opposing vehicles meet along the track. The access contains a compacted stone surface and meets Marsden Lane via a dropped vehicular crossing arrangement. The junction with Marsden Lane currently allows for one vehicle to enter and exit at any one time. The site contains gates on the access track that are set back from the access with Marsden Lane.



Photograph 2 – Existing Access Track

- 2.1.3 The access track is frequently used by construction vehicles associated with the Canal & River Trust given that there is an existing depot/ builders yard located adjacent to the site.
- 2.1.4 The track connects with Marsden Lane, which becomes Warehouse Hill Road to the immediate southwest of the site access junction, and subsequently provides a convenient connection to the centre of Marsden containing essential services and amenities within walking distance of the site.
- 2.1.5 Marsden Lane and Warehouse Hill Road are two-way single carriageway roads with the former predominantly serving residential properties, and the latter serving a mix of residential and commercial/ industrial properties. Given the status of these roads they are subject to light traffic volumes throughout the day.



Photographs 3 & 4 – Marsden Lane and Warehouse Hill Road adjacent to site access

2.1.6 Marsden Lane has a footway that varies in width between 0.9-2.2m on the southeast side of the road, this ends at the site access where the footway is at its widest. There are existing bollards located directly opposite the site access preventing parking on the hard margin area. Marsden Lane and Warehouse Hill Road contain street lighting to a suitable standard and are subject to a 30mph speed limit. However, an independent radar speed survey has been undertaken in June 2019 at the respective decision points from the existing site access. Over 100 readings were taken for each direction and identified that the 85th percentile wet weather speed for traffic travelling along Marsden Lane and Warehouse Hill Road was only 19mph. The speed survey results can be found at Appendix B.

3 PROPOSED DEVELOPMENT

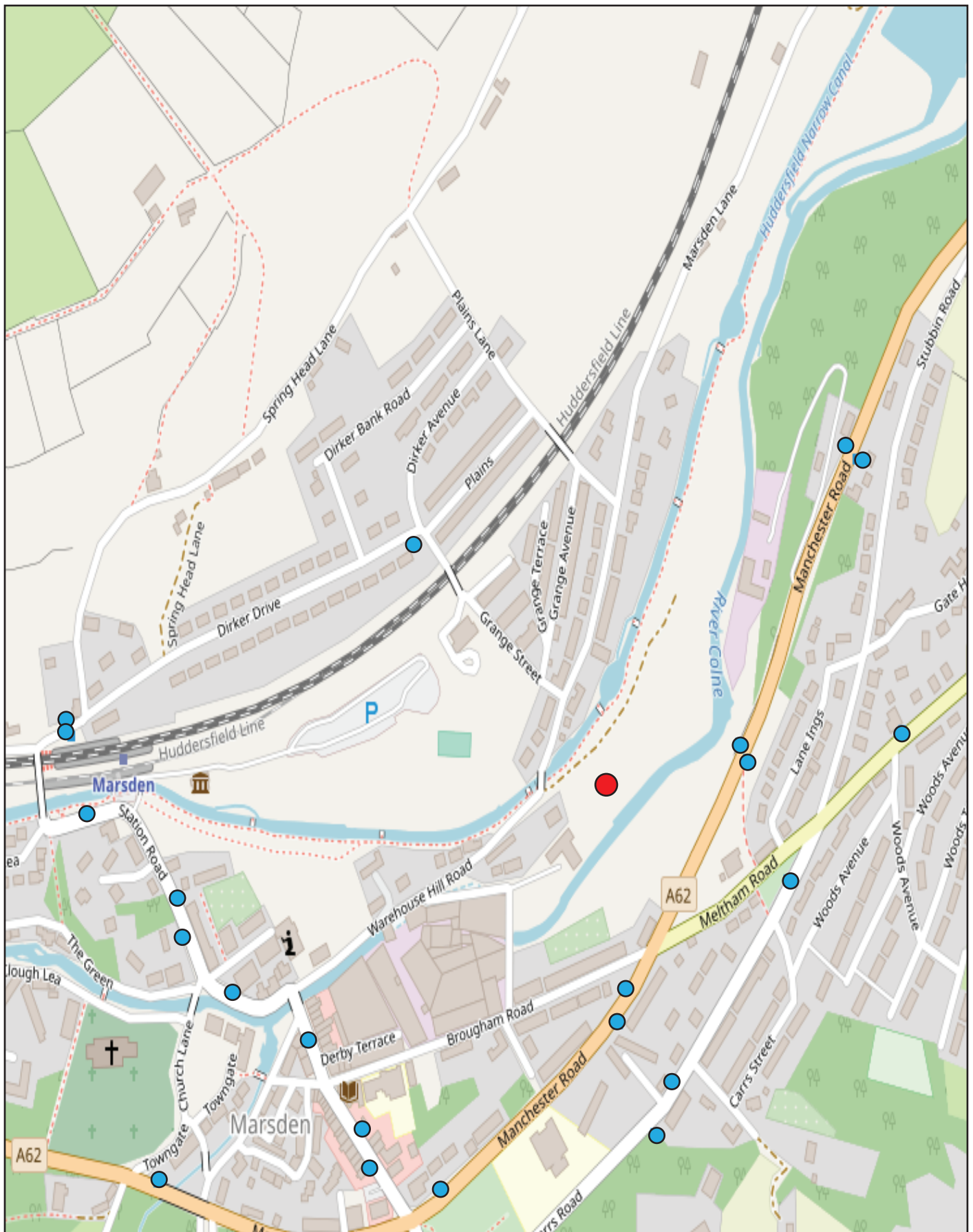
- 3.1.1 Following the Council's Highways Officers consultation response dated 01/05/2019 the development has been amended slightly, so that it is less onerous in traffic terms and provides more control over the activities and uses proposed.
- 3.1.2 The development now consists of 5no camping pods and 5no camper van plots. The proposed tent camping area has been removed from the proposals, and the bushcraft activities have also been scaled down from what was originally approved (planning application number 2017/94366) from 15 people to 10 people.
- 3.1.3 Significant improvements to the access off Marsden Lane have been proposed and these match the level of improvement required for the previous approval for bushcraft activities. The proposals include widening the access for the first 10 metres to allow 2 cars to pass, which would be achieved by widening the mouth of the access by removing part of the wall (south side). This will allow all vehicles to manoeuvre off the highway even if a vehicle is waiting to emerge from the track. It is also proposed to provide two passing places throughout the track with signs provided for each passing place to prevent any indiscriminate parking. The site layout and access proposals are shown at Appendix C.
- 3.1.4 Following a speed survey on Marsden Lane and Warehouse Hill Road, the wet weather 85th percentile speed of traffic was identified to be 19mph for both directions at the access. Using the SSD requirements within Manual for Streets a 'Y' distance of 23.5m is required for both directions as the track meets Marsden Lane.
- 3.1.5 With regard to an appropriate 'X' distance at the site access paragraph 10.5.8 of Manual for Streets 2 states: 'A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor are low'. As traffic flows along the track are envisaged to be low, and that traffic speeds are very low on the major arm (19mph) then it is considered that a 2m 'X' distance is appropriate in this case.

- 3.1.6 By carrying out the improvements to the access (as approved as part of planning application 2017/94366) visibility splays of 2.0m x 23.5m visibility splays are achievable in both directions, and therefore compliant with the requirements contained within Manual for Streets 2.
- 3.1.7 In respect of parking provision, it is proposed to provide 5 parking spaces for the camping pods at a rate of 1 space per pod. It is also proposed to provide a parking space for each of the camper vans (up to 5) with an appropriate size limit provided for each of the camper vans taking into consideration the site access geometry and size of the spaces (6m x 8m).
- 3.1.8 The proposed bushcraft activities will allow for a maximum of 10 customers at any one time. Using the 2011 Census Data from the NOMIS website for this area of Marsden, around 70% of residents would travel by car to their normal place of work, and it is considered to be reasonable to apply this modal split for potential visitors travelling to the site for bushcraft activities. This equates to around 7 vehicles accessing the site should all 10 bushcraft places be filled. The site can cater for these vehicles by providing a 7 parking spaces within the site as there are 12 parking spaces available for bushcraft and the proposed camping pod. It should be noted that these spaces would be signed for each of the camping pods and bushcraft activities so that passing places are kept free of parked vehicles. It is envisaged that children attending the bushcraft activities will be dropped off by their parents rather than requiring parking, or would walk from the surrounding residential areas, notwithstanding that 7 spaces are allocated for this use.
- 3.1.9 To ensure that the access and parking arrangements operate efficiently, the timing of arrivals for bushcraft and camping is to be staggered. The arrivals for the camping pods and camper vans would be between 6pm and 9pm during working weekdays and 10am and 9pm on weekends. These arrivals would generally be staggered and in the unlikely event that all the camping visitors arrive during the same hour this would only equate to 10 movements (around 1 movements every 6 minutes). Bushcraft facilities will be limited to between 10am and 3:30pm weekdays and 9am and 4pm on weekends. This will help avoid a concentration of vehicle movements, the timings also mean that there is no further stress to the peak time traffic movements along the local highway network in Marsden. The proposals would allow for all parking associated within the development to be fully contained within the site in designated areas.

- 3.1.10 The best way to control bookings and timings for bushcraft and arrivals, would be for the site to operate an online booking system. All bookings would be made online preventing any vehicles or visitors from just turning up to the site, allowing the site to operate safely and efficiently at all times.
- 3.1.11 Therefore, the increase in traffic as a result of the development would not be noticeable from the daily fluctuations in traffic along the local highway network. The proposals include improvements to the access and suitable provision for car parking and passing places. The level of traffic generated by the proposals can be easily accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

Appendix A

Location plan



- SITE LOCATION
- BUS STOP LOCATION

Appendix B

Speed Survey Results

SPEED SURVEY

LOCATION Marsden Lane

DIRECTION OF TRAVEL Southwest bound

SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS
1		26		51		76	
2		27	1	52		77	
3		28		53		78	
4		29		54		79	
5		30		55		80	
6		31		56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11	1	36		61		86	
12	1	37		62		87	
13		38		63		88	
14	4	39		64		89	
15	10	40		65		90	
16	8	41		66		91	
17	14	42		67		92	
18	20	43		68		93	
19	10	44		69		94	
20	6	45		70		95	
21	11	46		71		96	
22	4	47		72		97	
23	7	48		73		98	
24	3	49		74		99	
25	1	50		75		100	

101

DUAL CARRIAGEWAY?

MEAN SPEED 18.5049505

SINGLE CARRIAGEWAY? Y

STANDARD DEVIATION 2.9483004

WET ROAD SURFACE? N

85th PERCENTILE 21.4532509

85th PERCENTILE WET WEATHER SPEED 18.9682509 ✓

SPEED SURVEY

LOCATION Warehouse Hill Road Meltham

DIRECTION OF TRAVEL East bound

SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS	SPEED (MPH)	NO. OF READINGS
1		26		51		76	
2		27	1	52		77	
3		28		53		78	
4		29		54		79	
5		30		55		80	
6		31		56		81	
7		32		57		82	
8		33		58		83	
9		34		59		84	
10		35		60		85	
11		36		61		86	
12	1	37		62		87	
13		38		63		88	
14		39		64		89	
15	6	40		65		90	
16	8	41		66		91	
17	12	42		67		92	
18	32	43		68		93	
19	8	44		69		94	
20	12	45		70		95	
21	11	46		71		96	
22	11	47		72		97	
23	6	48		73		98	
24	2	49		74		99	
25		50		75		100	

110

DUAL CARRIAGEWAY?

MEAN SPEED 18.9818182

SINGLE CARRIAGEWAY? Y

STANDARD DEVIATION 2.46435811

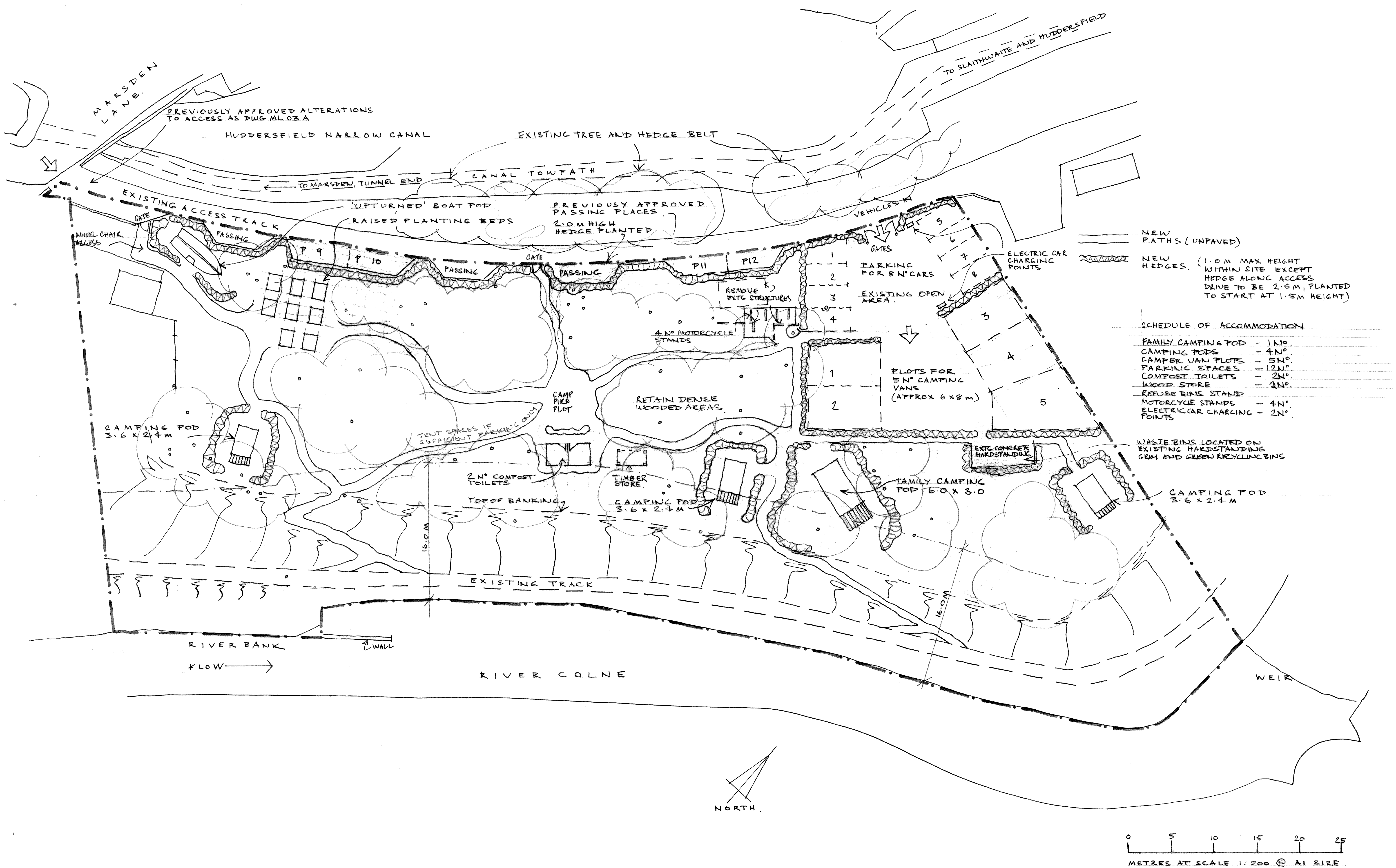
WET ROAD SURFACE? N

85th PERCENTILE 21.4461763

85th PERCENTILE WET WEATHER SPEED 18.9611763 ✓

Appendix C

Proposed Access Arrangements

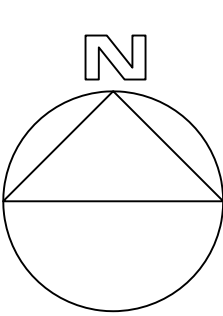


B: 03/07/2019 - REVISED TO ADDRESS PLANNING CONSULTEE RESPONSES.
A: 28/03/2019 - TIMBER STORE ADDED

PROPOSED CAMPING SITE
AT LAND ADJACENT LOCK 38, OFF MARSDEN LANE,
MARSDEN HD7 6AF FOR S.B. HOMES LTD
PROPOSED SITE PLAN ~ SCALE 1:200 (A1)

WILLIAM BEST RIBA
22, POLE GATE, SCAMMONDEN
HD 3 5W3
TEL: 01484 845896

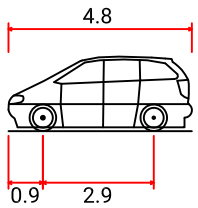
2018 - 541 - 03 B
MARCH 2019



GENERAL NOTES

This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



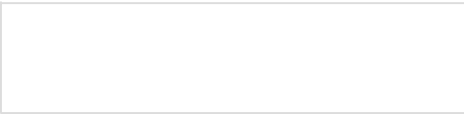
Vehicle Track Body envelope (Forward gear)



Vehicle Track Body envelope (Reverse gear)



Vehicle Track Chassis envelope (Forward gear)



Vehicle Track Chassis envelope (Reverse gear)

REVISIONS

PROJECT
MARSDEN LANE ,MARSDEN

TITLE
PRELIM ACCESS

SCALE
1:100 @ A1

DRAWING
1640-101

DATE
25.06.2019



PARAGON HIGHWAYS
UNIT 6, THE OFFICE CAMPUS,
PARAGON BUSINESS PARK, RED HALL COURT,
WAKEFIELD WF1 2UY
01924 291536 /
MAIL@PARAGONHIGHWAYS.COM